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## INFORMATION REPORT

PREPARED AND DISSEMINATED BY

CENTRAL INTELLIGENCE AGENCY

COUNTRY

Hungary

SUBJECT

Landler Jeno Jarmujavito (Landler Jeno Railroad Repair Shop)/Location and Facilities/Organization/Manpower/Norms

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SUPPLEMENT TO REPORT #

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THIS IS UNEVALUATED INFORMATION

1. [redacted] Landler Jeno Jarmujavito [LJJ] (Landler Jeno Railroad Repair Shop), formerly known and generally referred to as the Mav Istvantelki Formuhely (Mav Railroad Repair Shop of Istvan Telek), Gorove utca, Budapest. [redacted] sketch of its facilities [Enclosure A]. 50X1-HUM
2. [redacted] copper shop as a machinist. Here the copper tubes and pipes of the steam locomotives were cleaned and repaired. [redacted] LJJ 50X1-HUM  
employed 4,600 workers of whom about 40 worked in the Copper Shop and about 36 in the Armature Shop. Generally LJJ operated two shifts and occasionally three, six days a week. The first shift began at 0700 hours and ended about 1530 hours.
3. The organizational structure of LJJ is as follows:
  - a. Directorate
  - b. Personnel Section
  - c. Wage Section
  - d. Locomotive Section
  - e. Storage Section
  - f. Machinery and Hydraulic Press Section
  - g. Passenger Car Section
  - h. Gas and Electricity Section
  - i. Plant Maintenance Section
  - j. Pig Iron and Steel Beam Storage Section
  - k. Forging Section
  - l. Steamhouse Section. This section was responsible for three huge boilers which produced steam for compressed air. Electric current was also generated here. Development plans for 1956 provided for an electric power plant to be constructed adjacent to LJJ.
  - m. Freight Car Repair Section
4. LJJ generally fulfilled the following norms per month: 18 steam locomotives were completely rebuilt and 12 steam locomotives received general maintenance. Although frequently supplies were not available, LJJ was still able to fulfill its norms. Once in awhile the electric current failed. When this occurred, the plant was switched to the national grid.

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Up to the end of 1955 LJJ operated old machinery, but between 1955 and November 1956, about 25 percent of the machinery installed was new and came from the Hungarian Csepel and Gama plants.

5. The civil defense shelters constructed in the area during WW II were maintained. In 1955 construction began on a new shelter and was to have been finished in 1957. Civil Defense drills were constantly taking place.

Enclosure: A. Location of LJJ Pinpointed on Map

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layout of LJJ. with

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legend. No Scale. Classification CONFIDENTIAL

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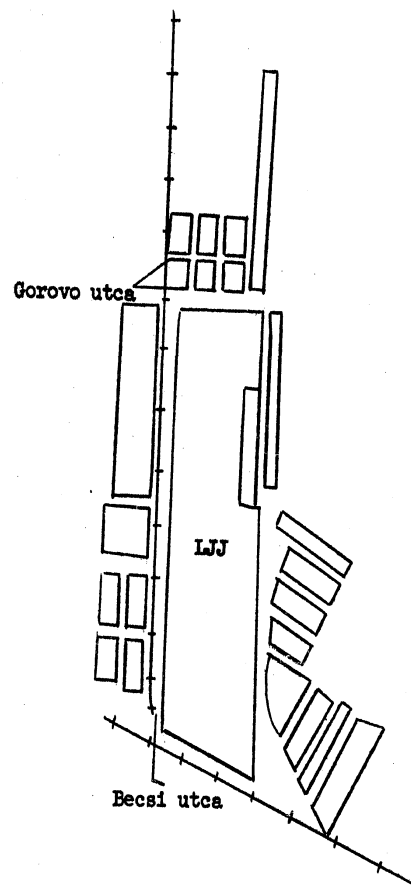
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Enclosure A - Location of LJJ Pinpointed on Map



LJJ is located at approximate grid coordinates 575686 on Budapest Map [redacted] Sheets One and Two. Scale 1:15,000.

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## LEGEND TO DRAWING OF LJJ FACILITIES

1. Civil defense shelter, about eight meters underground.
2. Main section where the Directorate is located in a three-story building.
3. Personnel Section
4. Wage Section
5. Turnaround
6. Main Assembly Hall, made of brick, with V-shaped glass roof. It is about 600 meters by 600 meters and is about 14 meters high.
  - a. Copper shop
  - b. Boiler shop
  - c. Shifting tracks; there are six tracks in a row.
  - d. Lathe shop where drilling, cutting and polishing is done.
  - e. Air Brake Shop for maintenance of Westinghouse type air brakes.
  - f. Dismantling Section
  - g. Rack where locomotives can be raised.
  - h. Engineering offices for draftsmen and foremen.
  - i. Time clocks
  - j. Parts testing shop where parts are tested by hydraulic pressure.
  - k. Copper Shop Lathe
  - l. Bearing and smelting shop. Bearings made here are also cut, ground and polished.
  - m. Wash shop for cleaning chemicals and oil off parts
  - n. Chimney under which locomotives building up steam are fired.
7. Storage, one-story building, made of brick with V-shaped slate roof and also with sky lights. It is about 250 meters by 15 meters. Small parts, screws and bolts are stored here.
8. Tempering and hardening shop about 20 meters x 20 meters, made of brick, with V-shaped roof.
9. Shunting track

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10. Locker and shower room, three-story brick building with flat roof. Under this building there was supposed to be a 12-meter deep Civil Defense shelter constructed in 1955.
11. Spring, hardening and tempering shop. Its size is the same as Number Seven.
12. Foundry. It has several chimneys.
13. This is called Section Number Seven. It is the lathe shop for locomotive wheels and axles. Four rows of Hungarian-made lathes are in operation here. They are in good condition.
14. Water tower, about 150 meters high, of reinforced concrete.
15. Cultural activities building which is a one-story brick structure, about 500 meters x 30 meters. It consists of one large hall which is used as a theater and a club.
  - a. Mess hall
  - b. Wall with large door on it
  - c. Canteen
  - d. Library
16. New sport gymnasium finished in 1956, of reinforced concrete.
17. Large hall. Exact purpose unknown.
18. This was known as Section Eight. It actually is the freight car and passenger car repair shop. It has a glass roof and is about the same size as Number Six.
19. Boiler house with power station. Electric current, steam and air pressure is generated here. It is about 40 meters x 60 meters x 15 meters.
  - a. Boilers
  - b. Chimney
  - c. Generators for electric current.
20. Gas generator
21. Large locomotive parts such as wheels and pig iron were stored here.
22. Cement, concrete and lumber storage.
23. Lumber and wooden beams and such located here.
24. Forge shop.

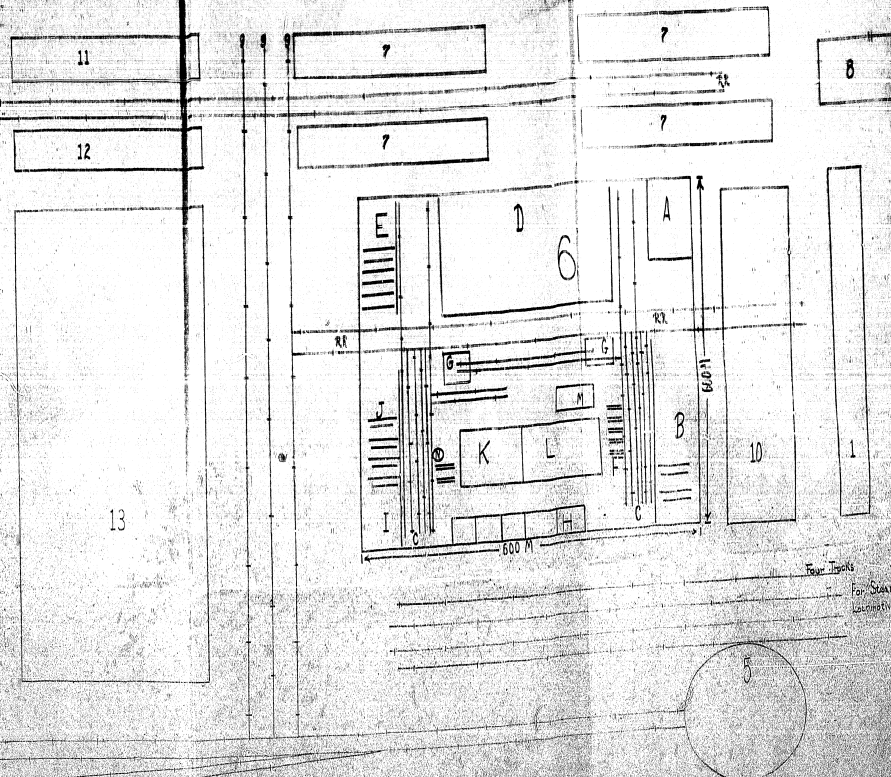
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25. Restricted area within one-story building. Military sentries were on duty. I was never inside this building.
  - a. Wire fence
26. Carpenter shop
  - a. Electricians
27. Maintenance shop for the plant itself. Size of building same as Number Seven. The roof was V-shaped and made of slate.
28. Lumber storage. The structure was made of wood and it had a V-shaped roof covered with tarpaper.
29. Open repair shop. The area is about the same as Number Six. This section had no side walls only a roof. Outside work on freight and passenger cars was done here. The roof was probably of corrugated iron. This structure was still in construction in November 1956.
30. Electric power house for railroad line. It contains electric signal switches, lights, etc. The building is four stories high and has large glass windows. The roof is flat. There was a two-three meters high barbed wire fence around this building.
31. The entire plant was surrounded by a 2.5 meter high barbed wire fence.
32. Elevated railroad track running on a dam.

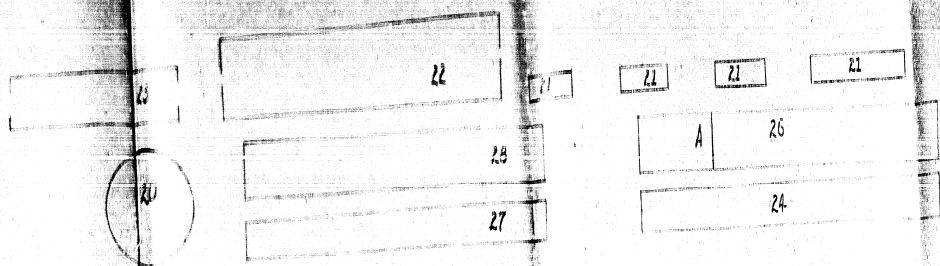
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Landler Transportation Facilities  
Landler Jaro Railroad Repair Shop





Lander - Jeno Jarmajanka - Facilities  
Lander - Jeno Railroad Repair Shop



Approximately  
20 ft high

